



Frequently Asked Questions

BACKGROUND

1. What is the SR-57 Northbound Freeway Improvement Project?

The SR-57 Northbound Freeway Improvement Project is part of OC Go (formerly Measure M), Orange County's half-cent sales tax for local transportation improvements, passed by nearly 70 percent of Orange County voters in 2006. The project proposes to extend the fifth regular (general-purpose) lane in the northbound direction between Orangewood Avenue and Katella Avenue, as well as increase merging distances and improve ramps. The project is located next to the cities of Anaheim and Orange and is currently in the Project Approval and Environmental Document (PA/ED) process, commonly referred to as the preliminary engineering and environmental study process.

2. What agencies are responsible for the proposed project?

The California Department of Transportation (Caltrans) is the lead agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The Orange County Transportation Authority (OCTA) is the sponsoring agency. The cities of Anaheim and Orange are part of the project development team.

3. Why is the proposed project necessary?

The SR-57 Northbound Freeway is currently congested during peak periods, and the future mainline between Orangewood Avenue and Katella Avenue is forecast to lack sufficient capacity, which will result in poor mobility. Also, the exiting northbound mainline lacks continuity in the fifth general purpose lane from the Orangewood Avenue northbound on-ramp to 550 feet immediately north of the Katella Avenue northbound off-ramp. Lastly, several existing nonstandard design features, including weaving and merging issues, adversely affect freeway operations.

Therefore, the purpose of the project is to relieve existing and future congestion and improve mobility by adding capacity. Additionally, the project's purpose is to extend the northbound fifth general purpose lane between Orangewood Avenue and Katella Avenue to establish lane continuity. And finally, the project's purpose is to improve northbound freeway operations by reducing and eliminating nonstandard design features and improving weave length between interchanges.

4. What is the Total Estimated Capital Outlay Cost?

The total estimated capital outlay cost ranges from \$38.6 to \$42.4 million (in current dollars). Adjusted for escalation, the estimated range is \$49.5 to \$54.3 million, depending on the build alternative. Funding for the environmental study phase of the project is provided by OC Go.





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5. What is the project schedule?

The estimated project schedule, which is subject to change, is:

- Project Approval/Environmental Document: Mid-2016 to 2019
- Final Design/Right-of-Way: Mid-2019 to Mid-2022
- Construction: Early 2023 to Early 2025

6. Who will approve an alternative?

The Director of Caltrans District 12 has the authority to approve a recommended preferred build alternative. The Project Development Team (PDT) will recommend a preferred build alternative.

7. If a Build Alternative is approved, when will the project be constructed?

The earliest construction could begin is early 2023 with completion anticipated for early 2025.

PROJECT IMPROVEMENTS

8. What proposed improvements are being studied?

- Extension of the fifth regular (general-purpose) lane between Orangewood Avenue and Katella Avenue
- Increasing merging and diverging distance
- Improving Katella Avenue off-ramp to two exit lanes

9. How were the potential build alternatives developed?

The proposed project improvements were initially developed through the Project Study Report-Project Development Report (PSR-PDR), a preliminary planning document. The PSR-PDR describes the current transportation issues within the project corridor, identifies the scope of viable alternatives, and provides an estimate of the project development support resources required. During the preliminary engineering and environmental study process, potential build alternatives can be eliminated, modified or introduced by project development team (PDT) members.

10. What is the environmental process and why is it necessary?

The environmental study process is mandated by the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). In accordance with these state and federal laws, agencies must follow a protocol of analysis and public disclosure in their decision-making for any proposed project that may potentially effect the environment. As part of this process, OCTA and Caltrans analyzed potential effects on human, physical and biological environments. Numerous environmental areas were studied, including but not limited to: traffic, noise, air quality, water quality, visual/aesthetics, pedestrian and bicycle facilities and community impacts. If it is determined that the proposed project may have a potentially significant effect on the environment, measures to avoid, minimize and/or mitigate such effects





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must be considered. The environmental review process includes a 30-day public review period and members of the public can submit comments. Public comments will then be addressed in the Final Environmental Document, which is estimated to be completed and available in 2019.

SOUNDWALLS

11. Does the project include soundwalls?

No. As part of the environmental study process, a Noise Study Report concluded that new additional soundwalls were not warranted.

PUBLIC INFORMATION/COMMUNITY OUTREACH

12. When and where else can I read the draft environmental document (DED)?

The DED will be available for public review online from Thursday, Oct. 11 through Friday, Nov. 9, 2018 at www.dot.ca.gov/d12/DEA/57/0M970. You can also read a hard copy of it at the City of Anaheim Public Library at 500 W. Broadway in Anaheim, as well as the City of Orange Public Library at 407 E. Chapman Avenue in Orange. Similarly, a hard copy of the DED is also available at Caltrans District 12, Division of Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705. Public comments related to the DED can be emailed to SR57ImprovementProject@dot.ca.gov.

13. What happens to public comments?

Public comments received during the 30-day public review/circulation period will be responded to in the Final Environmental Document, which is estimated to be available for review online at www.dot.ca.gov/d12/DEA/57/0M970 in early 2019. Public comments related to the DED can be emailed to SR57ImprovementProject@dot.ca.gov.

14. Who can I contact if I have questions?

You may contact Fernando Chavarria of OCTA at 714-560-5306 or email him at fchavarria@octa.net. You can also sign up for the project email distribution list on the project webpage at www.octa.net/57fwy, or follow the proposed project on Facebook at www.facebook.com/57freeway and Twitter at @57fwy.

